

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:18 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 896 Const Calendar Day: 469 Date: 16-Sep-2013 Monday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition overcast am, clear pm

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

There is no work in the field by ironworkers or laborers on this operation today. For the Townsend Test Rigs #1 through #4, there is no work to do for now with most cleanup work completed and the operation to add handholes in the test rigs and continue with new tests not being ready to proceed yet.

For the Townsend Test Rigs #5 through #11, the test rigs from XKT were scheduled to arrive Friday 9/13/2013 or Monday 9/16/2013, but they do not arrive last week or today. The schedule at XKT has been delayed and the test rigs are now scheduled to arrive later this week or sometime next week.

ABF engineers Ankur Singh and Paul Fikse work part time on CCO issues in the office.

While there is no work, there is a Generator (MQ Power 25 - ABF ID 000008) and a hydraulic pump on standby idle at the work area.

CCO 337, E2 TEMPORARY 2.5" DIAMETER RODS:

Today, 2 couplers for jacking the 2.5" diameter rods arrive on site. These are two machined couplers for 2.5" temporary rod to 2.5" jacking rod. Note that these rods are no longer needed for currently planned work, since all the temporary rods were installed and tensioned in the field in August. At the time it was thought that the couplers would be needed along with a shorter jacking rod to work around some conflicting geometry in the field for at least 1 of the 8 temporary rods being installed. All 8 of the rods were successfully tensioned without the use of the jacking rod and couplers, but the material order with a local machine shop proceeded anyway. The 2 couplers along with one of the spare rods that was used by the machine shop to verify that the coupler threads would work with the threads of a rod to be tensioned, were unloaded outside the Pier 7 warehouse by ABF today. I discuss with ABF (manager Mark MacDonald) that the couplers and the spare rod should be moved into the warehouse to be located with the other 2 spare rods and the spare nuts, washers, shim plates, and bearing plates. This material does not have a planned use anymore, but there is no reason to scrap the material at this time in case plans change in the future.

